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COUNTRY East Germany

TOPIC Neuruppin Airfield

EVALUATION see below

PLACE OBTAINED

25X1A

DATE OF CONTENT

25X1C

DATE OBTAINED

PREPARED 28 January 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 -- sketch on ditto

REMARKS

SOURCE

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1. Air activity observed at Neuruppin airfield from 5 November through 1 December 1952 included:
5 to 10 November. No flying was observed. The weather was mostly bad with intermittent snowfalls. At 4 p.m. on 10 November source observed 23 MiG-15 or type 29 planes, 2 Yak-11s, 2 Po-2s and 1 single-engine plane fitted with in-line engine.
11 November. Source observed 25 MiG-15 or type 29 planes. At 4:30 p.m., 2 MiG-15s fitted with auxiliary fuel tanks took off and when these planes landed again at 5 p.m., source saw that they were numbered [redacted]. Between 6 and 8:30 p.m., 2 MiG-15s took off for local training flights using their position lights. There was a light snowfall but visibility was good. The lamps along the runway were in operation when the planes landed.
12 November. From 8:30 a.m. to 5 p.m. Po-2s marked by white Nos 4, 6, 8, and 10 practiced flying at Bechlin auxiliary airfield. There were intermittent snowfalls. At the same time, MiG-15s marked by Nos 1249, 1523, 2459, 2463, and 2481 made flights at a high altitude. Type 29 planes Nos 541 and 922 with auxiliary fuel tanks were also observed flying. From 5:30 to 9 p.m. three MiG-15s made local training flights with their position lights switched on. Visibility was good.
13 to 17 November. No flying was observed. The weather was mostly foggy with intermittent snowfalls.
18 November. There was no change in the occupation of the field. Except for the alert planes, all the aircraft at the field were covered with tarpaulins. From 1:22 to 1:54 p.m., type 29 plane No 541 made a local training flight. Of two newly observed type 29 planes, one was marked by No 541; the number of the other plane also began with a 5.
19, 24 to 30 November and 2 December. No flying was observed. The weather was bad with fog and intermittent snowfalls. The runway was clear of snow.
1 December. From 11:03 11:52 a.m. and 2:09 to 3 p.m. the Yak-11s marked by red Nos 27 and 41 respectively made local training flights. Source observed 24 MiG-15 or type 29 planes, 2 Yak-11s, 2 Po-2s and 2 single-engine aircraft fitted with in-line engines.¹

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2. At 8:30 a.m. on 30 November, two trucks each towing a large starter carriage proceeded to the alert planes. The ceiling was 300 meters, visibility 2,000 meters and temperature - 11° C. Each of the two trucks was occupied by six men. Each large starter carriage was connected to a MiG-15, after the small starter carriages had been disconnected. The exhausts of the starter carriages ejected smoke. The engines of the aircraft were turning over at high acceleration and produced a singing noise but the engine did not ignite. Thereupon one man boarded the cabin, while another man opened a 30-cm section on the left hand side of the fuselage aft of the wing. For 8 minutes he worked on the engine of the plane. When he had finished his work, the engine was again started. The engine ignited and a thundering roar was produced. Subsequently the engine was warmed up for 15 minutes. The same procedure was repeated with all the four alert planes. Subsequently, the small starter carriages were again connected to the MiG-15s. The entire procedure was completed at 9:10 a.m. At 9:20 a.m. a tank truck proceeded to the alert planes and each MiG-15 refueled, which required 7 to 8 minutes for each of the planes. No alert plane was observed taking off. From 8:30 to 10 a.m. on 1 December, when the temperature was about -13° C, the same starting procedure was repeated with the alert planes. Source believed that at temperatures below - 10° C alert planes could not take off without a previous engine warm-up. He also believed that the small starter carriages were not strong enough at such temperatures.²

3. [REDACTED] MiG-15s practicing night flying had a dim light on their extended landing gears. Source believed that these lamps were control lamps indicating to ground personnel that the landing gears had been extended in the proper way.

4. On 6 November, 200 to 300 soldiers did excavation work in the vicinity of the flight control station and the clubhouse. Concrete slabs 8 to 10 cm thick, earth and logs were hauled by about 100 trucks to the construction sites. These activities continued until 28 November. By this date, four shrapnel-proof aircraft revetments were completed north and eight revetments south of the taxiway. On 29 November, [REDACTED] the construction detail from Wittstock had left the field in about 30 trucks proceeding toward Wittstock.³

5. [REDACTED] 20 Soviet women wearing air force uniforms had been billeted at building 9 n since 1 November. It appeared that they had arrived directly from the U.S.S.R.

6. Prior to 2 December, source observed no AAA emplacements at the installation. [REDACTED] were seen at the field.⁴

7. According to latest observations, the eastern end of the runway was only 150 meters west of Wittstocker Allee.⁵

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8. Air activity at the field from 10 through 29 November included:

10 November. There was no flying.

11 November. From 9:40 a.m. to 2 p.m., MiG-15s, Po-2s and single-engine planes fitted with radial engines practiced flying. There was night flying by MiG-15s from 6 to 11 p.m.

13 to 21 November. There was no flying.

23 to 29 November. There was no flying. The occupation of the field had apparently not changed.¹

9. The alert planes were continuously guarded by a double sentry. The pilots of these planes stayed in the low wooden building near the eastern end of the runway.

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10. On 21 November, [REDACTED] the earth work in the southern portion of the field had progressed as far as the flight control station. One of the construction sites was located near the eastern curve of the taxiway. Besides Soviet Army vehicles, air force trucks [REDACTED] were observed at the installation.³

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11. On 3 December, [REDACTED] the personnel assigned to the Nietwerder radio installation had not changed since summer 1952. A two truck wooden garage was under construction there. There was no change in the status of the radio installation, which consumed 1,006 kilowatt hours in October and 1,002 kilowatt hours in November.

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1. Comment. A fighter regiment is stationed at Neuruppin airfield. Because of unfavorable weather conditions only individual flying took place at the field during the reported period. The Bechlin auxiliary airfield is located south of Neuruppin and used for training activities. The field has a grass cover. It is believed that young pilots have also been assigned to the fighter regiment in Neuruppin after the completion of the fall maneuvers.

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2. Comment. It was repeatedly reported that the starting of jet engines met with difficulties even at comparatively low sub-zero temperatures. Similar operations were also observed when a jet engine was being adjusted. [REDACTED]

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3. Comment. For location of aircraft revetments, see Annex. Previously it had only been reported that such revetments were being built in the northeastern portion of the field and south of the western end of the runway. The arrival of concrete slabs 10 cm thick was also reported from other fields. A not disseminated sketch by source indicates that the inner walls of these revetments are lined with such slabs. The construction detail mentioned probably consisted of Soviet engineer soldiers who were probably transferred to Wittstock for the construction of aircraft revetments there. It has also been reported from other fields that engineer soldiers were employed for the construction of aircraft revetments at airfields.

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4. Comment. It appears that AA artillery was withdrawn from many airfields because adverse weather conditions made enemy air activity improbable. It is possible that the guns were parked within the billeting areas of the fields concerned.


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5.  Comment. For location of runway and taxiway, see Annex.

25X1A 6.  Comment. This information refers to the outer low frequency approach beacon.

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